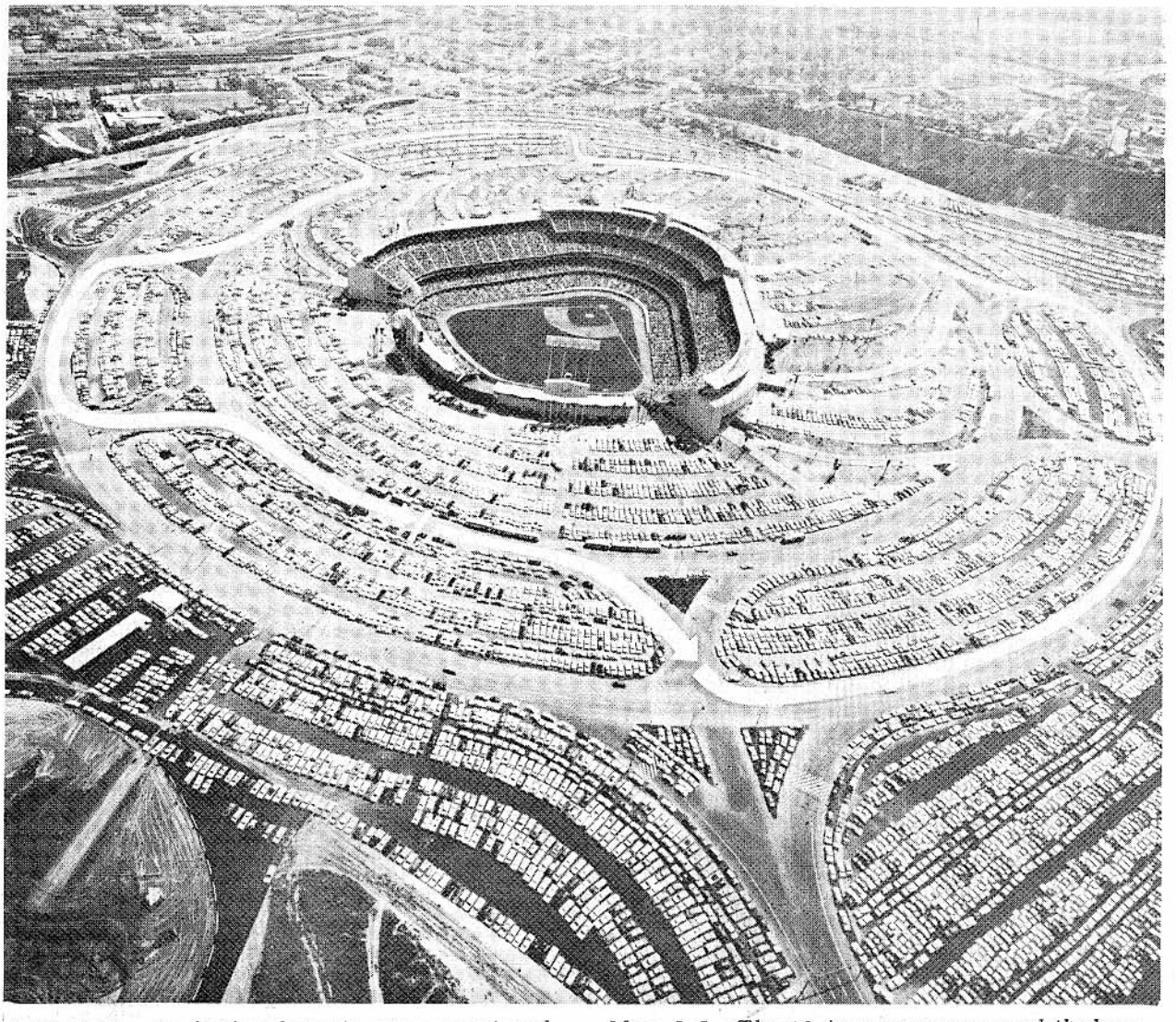
MOTOR RACING
and
Economy Car News

8th Year - No. 7 - Culver City, Calif.
(Published bi-weekly except last issue of calendar year)

Feb. 22 - Mar. - 1, 1963
25¢

25,000 Fans Due For Dodger Stadium Races



THIS IS IT---Invitational sports car races staged by the Cal Club-SCCA at Dodger Stadium in Chavez Ravine figure to draw at least 25,000 fans Mar. 2-3. The 10-turn course around the baseball stadium measures 1.3mi. Details and map of course appear on Page 1.

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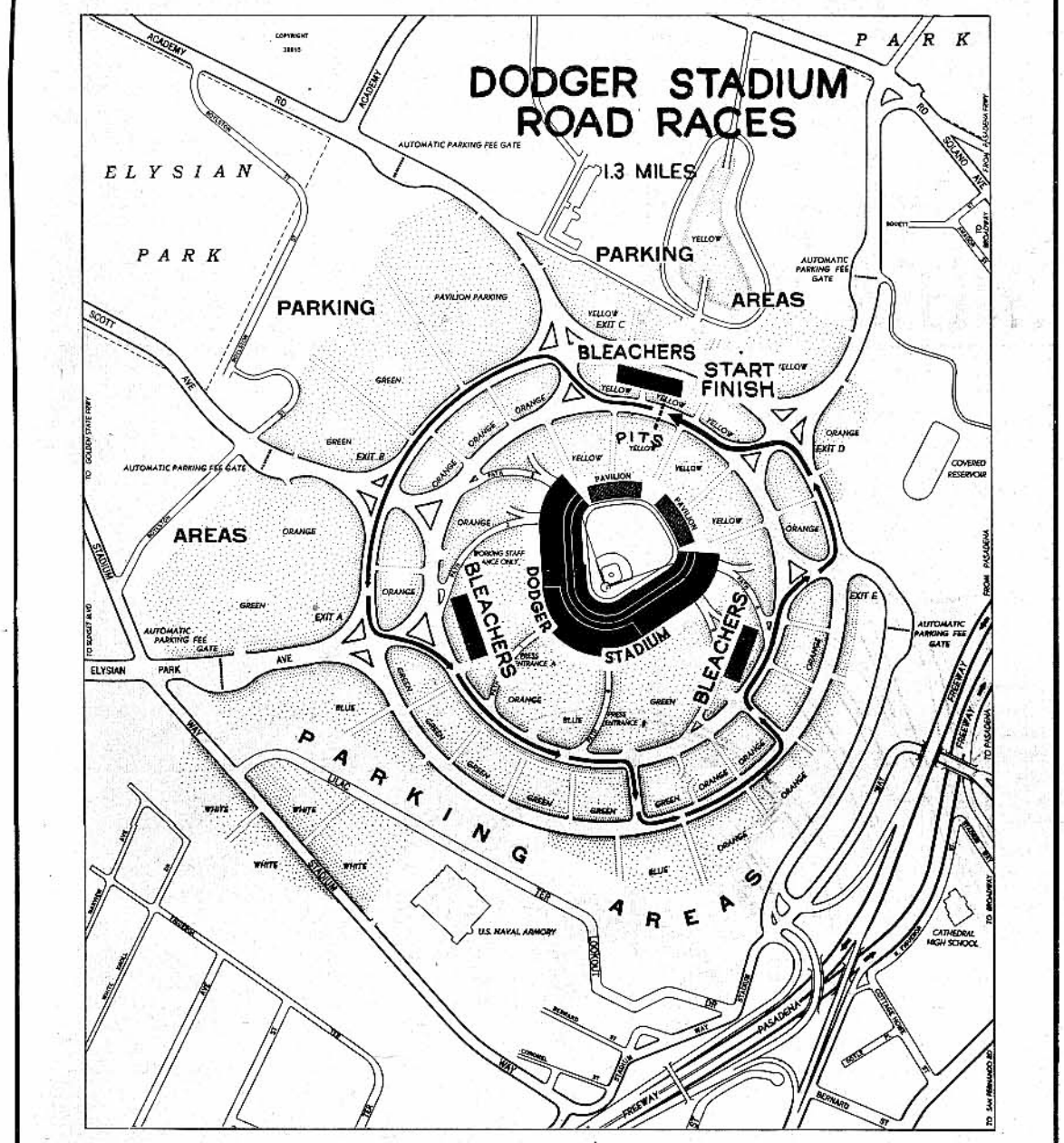
Look for Terrific Turnout Here



PEDRO RODRIGUEZ FIRST; STING RAY TOPPLES COBRA

Special to MOTORACING

DAYTONA BEACH, Feb. 17---In his first race since his younger brother, Ricardo, was killed during practice four months ago in Mexico, Pedro Rodriguez, of Mexico City, won the 2nd Daytona Continental 3hr. road race championship for Grand Touring cars at Daytona Intl. Speedway today.

The 23-year-old Rodriguez whipped his red Ferrari GTO to a new Continental record over the 3.81mi. course. He covered 308.61mi. in the three hours and averaged 102.074mph. Pedro drove for young socialite Mamie Spears Reynolds.

Roger Penske of Gladwyn, Pa., finished 2nd in a Ferrari, 64sec. behind, but Pedro's winning margin was cut to 14sec. by a penalty. The Mexican violated an SCCA-FIA pit stop regulation and the officials penalized him 50 sec. Rodriguez completed 81 laps. In his 74th lap he made a 19sec. pit stop for fuel and remained in his car, which is illegal.

SKIP HUDSON INJURED

There were minor mishaps in the Continental but no serious injuries. Skip Hudson of Arlington, Calif., suffered a fractured foot when the fly wheel of his Ford-powered AC Cobra disintegrated and he smashed into a fence.

Prerace interest was centered on the challenge of the Cobras and Chevrolet Sting Rays against the established European high performance cars. This challenge failed to materialize. The only challenge to Rodriguez' Ferrarri was the Ferrari of Penske.

Rodriguez collected $11,000 of the $30,000 prize money with Penske banking $4,600.

Dr. Richard K. Thompson Jr., of Washington, D.C., and Dave MacDonald, El Monte, Calif., finished 3rd and 4th in a Corvette and Cobra respectively. Thompson completed 78 laps,

Continued on Page 3

Vignettes

By Gus V. Vignolle

- More on Turn 9
- 'Great' Ford Feat
- Skip Was Lucky

The other day FRANK MASON sent me the following quotes, but since he didn't identify the author, I can't give credit:

"The reporter gathers his information, writes his story, and checks it back with his source for accuracy. The source says it's fine, and the reporter lets the story go. The story causes quite a stir, and the source turns on the reporter in anger and with denials.

"Journalists are constantly under fire to get things right. Good. But may we suggest the possibility that the complainant may be complaining not because of a real inaccuracy but because the story was written all too clearly and tellingly."

It is incredible how much misinformation your alleged "informants" feed you in this racket.

After ripping into the Riverside Raceway management and the Cal Club-SCCA for the inexcusable death trap (two lives so far) at turn 9, I got a phone call that they were "excavating and fixing it."

Fun on the Freeway

So on Washington's birthday, when there were 100 other things I could have been doing, including drinking cherry vino, I blasted out the freeway through an interminable mishmash of female drivers in varying stages of retardation and the usual holiday Idiot-Babbitt drivers. Making it dandier was the eye-searing, lung-chewing and life-shortening smog.

I wanted to take photos to show that Riverside Raceway's ma-

Continued on Page 3

FAX BOX

WHEN---Mar. 2-3.

WHERE---LA Dodger Stadium, Chavez Ravine, downtown LA.

TIME---Mar. 2, Practice 10 A.M. - 1 p.m. 7 preliminary races 1 - 5 p.m. 10 laps. Mar. 3, 12 noon - 5 p.m. 15 laps. Racing starts at noon, 7 races, grid positions determined from Saturday preliminaries.

RACE SCHEDULE---Subject to change according to number of entries in each class or safety requirements. Race 1, G & H Prod.; Race 2, H Mod.; Race 3, F Prod.; Race 4, E Prod.; Race 5, C & D Prod.; Race 6, Formula; Race 7, C, D,E,F,G Mod.; Race 8, A & B Prod.

Length of course: 1.3mi. using inner and outer perimeter roads circling inside area of stadium.

Bleacher areas at three locations (see map above). Spectator area around entire course, inside and outside.

Television---Sat. races only (KTTV, Ch. 11), 1:30-4:30 p.m.

Admission $2 Sat., $3.50 Sun., $5 both days. Advance tickets, Music City Stores, Liberty Agencies.

Races conducted under auspices of Calif. Sports Car region of SCCA.

PEACE AT S.C.C.A. MEETING

BY BUDD BLUME
Special to Motoracing

CHICAGO, Feb. 17---Cries of, "Hang the rascals!" along with such frictional happenings as regional walkouts, catcalling, and fistfights in the corridors of Chicago's Pick-Congress hotel failed to materialize as promised during the 1962-3 Natl. SCCA convention held here this weekend. Nobody seemed to remember their own dire threats on one hand, or how they were going to deal with the opposition on the other.

The meet was curious, then, with an almost trancelike calm pervading each and every "open" meeting---from Medical Advisory to the annual open conclave. Surely, we'd have expected SOME repercussions in answer to the rabble-rousing "Area Five Committee" letter to the general membership. Though the rump committee did hold an informal meeting somewhere in the bowels of the hotel over the weekend, it was not heard from again. Just as well. Some of its members had the difficult (politically) task of making with the warm welcome bit, since the Chicago region found itself playing host.

SUBDUED OPPOSITION

Issues quietly settled or smoothly tabled included Car Classification, the new Cal Club-style Prodified Production class (MORE ON THIS LATER), and several regions, reportedly Mid-

Continued on Page 10

Motorcycle Column

Because of mounting interest in motorcycle road racing, held in conjunction with Cal Club-SCCA sports car races, MOTORACING will publish a column on activities of the American Federation of Motorcyclists (AFM) when ever space permits. It starts in this issue on Page 2.

Surtees Drives Lola to Victory

BRISBANE, Australia, Feb., 17 --- John Surtees, Britain's former world motorcycle riding champion, won the Intl. 99mi. auto championship during a tropical downpour at the Lakeside course. Driving a Lola, Surtees won by 30.1sec. over Graham Hill..

Daytona Intl. Speedway photo

PEDRO RODRIGUEZ, right, chats with Bill France, president of Daytona Intl. Speedway, after the Mexican driver won the 3hr. Daytona Continental Grand Touring race at the Forida course, Feb. 17. He scored in a GTO Ferrari at average speed of 102.07mph.

Letters to MotoRacing

Editor's Note

Letters on the current lively subject---Ford AC Cobra vs. Chevy Sting Ray---appear separately on Page 4 of this issue.

THAT RIVERSIDE TURN 9

The turn 9 Riverside situation must be resolved. After losing a close friend (Pigott) and now another driver (Dane), this turn cannot be morally raced again the way it is.

Returning from BMC's Operation 850, I had the good fortune of sitting with Juan Fangio and Pedro Rodriguez from Monterey to San Francisco. During the trip Pedro showed Fangio pictures of Ricardo's accident (location and mechanical components, etc.) The turn that took Ricardo was very similar to 9. Banked and with a guard rail. The rail was high enough to let a car get half way through, like the rail at Riverside.

Fangio considered construction of a railing like this criminal. He stated that he would rather roll over an embankment than have such a rail. He felt the least they could do would be to enclose the area all the way to the ground, so no one could drive under. He preferred no rail at all. If cost is a factor why not stuff haybales in place? Whatever happened to the old-fashioned escape road? After seeing three NASCAR stockers fly over and through the rail during the 500mi. race with no harm to the drivers, I think the SCCA roll-bar situation could stand much work.

Just talked to Ak Miller, who's working for Ford as a performance advisor at the Natl. Roadster Show, and he felt the sports car drivers haven't been on their heads enough yet, and should take a lesson from NASCAR when it comes to building safe machinery.

Gus, you're the last outpost. Fill the issue with the letters you get on safety, turn 9 or anywhere else. Ram it down the Pharaohs' throats before some Congressman does.

PETE BIRO
Oakland 19

* * *

STUDE CARS MOVE!

Our winter-time performance runs, as you may have heard, were knocked out by a storm front that moved in on the Bonneville Salt Flats a few days ago.

Before Old Man Winter put the brakes on us, we did some rather fantastic times with a Lark Regal and a Hawk, and a newspaper version of this story is attached.

While this story does not say so, we will in a short time, announce "super-models" of the Lark and Hawk, which will be replica cars of the two Bonneville machines. If you are interested, I will be happy to do a more detailed story on the Bonneville run and incorporate the fact that we are introducing these "Quick" models in a mid-year move.

Unfortunately, our still picture photographer never made it to Bonneville, because of the weather, and all we have for photos are the 16mm movie blow-ups similar to the two attached prints.

We can provide you with black and white or color photos on a prototype model of the 140mph Hawk and of the 132mph Regal, although these cars are not painted in the distinctive maroon color which the Super-Hawks and Super-Larks will carry and they will not be Bonneville photos.

We will be able to arrange road test models on both of the super-cars in two or three weeks, as soon as I finish building and shipping them. If there is anything I can do to augment your coverage on this story, please let me know.

BILL DREDGE
Studebaker Corp.
South Bend, Ind.

* * *

CALIF., SAYS MASON

MOTORACING, in a recent issue published an appeal to MG owners, who wanted to join an official MG club, to write to a Florida address. Years ago I gave my friend John McLeod of Jacksonville an A-plus for enterprise---but enterprise should be kept within reasonable limits.

Actually, MG owners wishing to be put in touch with any of the 12 active centres os the MG Car Club (including Florida, if there is one there, or start one of their own, should write to Fred Sander, 5700 The Toledo, Long Beach 3, Calif.

Sander is the only American vice-president of the MG Car Club of England. And he works at it. He will give advice and information on club matters and will steer owners of TC and TF models who might want to form affiliated centres limited to their own models. At present he is calling attention of all centres in USA and Canada to the annual intercentre competitions.

FRANK MASON
Long Beach 5, Calif.

* * *

THIS IS FOR US

I would like to see you and Bob McKay enter this thing.* It ought to be a natural for you, since it's a one-way rally. If you have any questions, give me a buzz at MA 5-2345 ext. 1591. If you don't think you'll be able to make the event, could you give us a little space in MOTORACING?

KERRY SULLIVAN
Los Angeles 53

*---The Harbor Sports Car Club Reunion Las Vegas open rally, Mar. 29-31.

* * *

HOW ABOUT IT, DENNIS?

First permit me to compliment you on a very creditable publication. However, concerning the column of Mr. McCosh in your recent edition of MOTORACING, I feel that a slight oversight has been made by Dennis concerning

Continued on Page 4

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Notes On The Motorbikes

By JULES DELANCEY

Rating high in AFM bench-racing circles is the scorching riding of BUDDY PARRIOTT at Riverside, along with the possibility that the motorcycles will be returning to Pomona with the sports cars after a two-year absence.

BABE KLING, long friendly with the Pomona City Council, disclosed he will talk to the Council in hopes of allowing the motorcycles to run.

It's foggy why the Council refused to allow the two-wheelers to run with the sports cars in the past. Apparently it's because, ages ago, there was a "motorcycle riot" in the city. Now, no motorcycles are welvome.

DIFFERENT BREED

Needs no explaining that the AFM Grand Prix motors are a different breed, interested only in racing, not trouble.

AFM riders cry for more races. Pomona would add to their schedule.

Parriott's riding at Riverside on his black Norton-Manx was the limit. No one was faster. He beat DON VESCO, the recent Daytona Beach, Fla., winner, by almost a minute. Parriott was going so fast around deceptive, banked turn 9, he had the motorcycle heeled over so far---his boot was dragging the ground, with smoke pouring off.

TWO RACES BETTER

Big entry at Riverside---nearly 50 motorcycles---was encouraging to AFM officials, but having all classes of machines---125cc to unlimited---racing at the same time was dangerous. Two races would be better in the future if the car drivers would consent.

New Honda dealer is Honda of Pasadena, 1920 E. Colorado. Their Honda at Riverside was the only one capable of staying with Norris Rancourt's high-speed Parilla on the straights. Anxious to help racing---both scrambling and road racing, the Honda store deserves support.

Foreign Car Registrations

JANUARY thru OCTOBER 1962

	CALIF.	$	NORTH	$	SOUTH	$
1. Volkswagen	19982	49.9	8998	56.6	10984	45.5
2. Renault	2685	6.7	518	3.3	2167	9.0
3. Volvo	2421	6.0	1005	6.3	1416	5.9
4. Austin Healey	2125	5.3	943	5.9	1182	4.9
5. Triumph	2071	5.2	796	5.0	1275	5.3
6. MG	1661	4.1	669	4.2	992	4.1
7. Fiat	1115	2.8	296	1.9	819	3.4
8. Jaguar	1094	2.7	386	2.4	708	2.9
9. Mercedes Benz	1055	2.6	378	2.4	677	2.8
10. Porsche	851	2.1	379	2.4	472	2.0
11. Sumbeam	820	2.0	221	1.4	599	2.5
12. Hillman	537	1.3	153	1.0	384	1.6
13. Peugeot	535	1.3	183	1.2	352	1.5
14. Alfa Romeo	472	1.2	139	.9	333	1.4
15. Simca	458	1.1	77	.5	381	1.6
16. Metropolitan	406	1.0	114	.7	292	1.2
17. English Ford	216	.5	84	.5	132	.5
18. Austin	190	.5	117	.7	73	.3
19. Citroen	178	.4	68	.4	110	.5
20. Datsun	151	.4	20	.1	131	.5
21. Lotus	124	.3	28	.2	96	.4
22. Morris	106	.3	64	.4	42	.2
23. Rover	73	.2	32	.2	41	.2
24. Toyopet	65	.2	8	.1	57	.2
25. DKW	55	.1	9	.1	46	.2
26. Daimler	51	.1	28	.2	23	.1
27. NSU	49	.1	21	.1	28	.1
28. Borgward	47	.1	23	.1	24	.1
29. Auto Union	39	.1	4	-	35	.1
30. Facel Vega	39	.1	2	-	37	.2
31. Opel	36	.1	21	.1	15	.1
32. Vauxhall	35	.1	12	.1	23	.1
33. Pegasso	33	.1	10	.1	23	.1
34. Aston Martin	30	.1	21	.1	9	-
35. Prince	30	.1	22	.1	8	-
36. BMW	28	.1	10	.1	18	.1
37. Morgan	24	.1	9	.1	15	.1
38. Rolls Royce	22	.1	5	-	17	.1
39. Humber	13		2	-	11	.5
40. Lanchester	13		4	-	9	-
MISCELLANEOUS(11 or less each)	99	.2	20	.1	79	.3
TOTAL	40034		15899		24135	

(Courtesy Motor Registration News of Calif., Oakland 6)

Economy Car News...

By MARGUERITE COOK

Nothing, we suppose, will ever dislodge the popular American misconception that small cars are more dangerous than large cars (that is short of legislation to reduce the length of cars once the parking problem gets as acute everywhere as it is now in metropolitan New York) BUT we keep getting reports that refute it.

The most recent is a study of fatal traffic accident fatalities in Illinois in 1960: As reported by the No. Jersey Automobile Club, AAA, small cars (those with shipping weight of 2800 lbs or less) are neither more nor less hazardous to drive than other cars. The Illinois statistics showed that small cars were involved in 5.7% of fatal accidents while comprising 5.8% of the registration.

Interesting aspects of the study as reported in THE VW AUTOIST demonstrate why the small cars get the reputation for being more dangerous than the large ones---and, we'd say, the accident causes are direct results of not knowing the real capabilities of your small car, or of misjudging these capabilities.

Following too closely was involved in 2.4% of the small car accidents, as compared with 0.8% in the larger car mishaps. Improper overtaking another vehicle was involved in 7.3% of the small car mishaps as compared to 4.7% of the larger accidents, and driving left of center, 20.8% of the smaller car accidents as compared with 14.9% for other vehicles.

We are sad to add that the NJ club found that a larger proportion of small car drivers, in Illinois study, disregarded traffic signals and had a tendency to neglect to turn on the car light.

Look what's happening to the British-made Ford Cortina. It's being offered in this country with a 64hp 1500 engine at a suggested list price, east coast ports of entry, of $1811.74. A 51.5 hp engine was introduced initially in the car by Ford last September. You won't see it in this country but Lotus and Ford have gotten together to produce a Lotus Cortina which is described as more Lotus than Ford, and by the British magazine MOTOR, as "a ravening wolf in slightly sheepish clothing." It's called the Consul Cortina Sports Special and sports a 105bhp engine. It's for racing-natch-like the Austin Cooper. The four-passenger sedan has also had added to it, two overhead camshafts, two Weber double-choke carburetors, a special transmission, a new suspension system, lots of light alloy parts and disc front brakes.

***

FORD OFFERS NEW FALCON

While on the subject of other souped-up small cars, Ford is offering its new Falcon Sprint model, with a 260cu. in. V8 engine, at from $2,386. The car also has bucket seats and console, tachometer, rocker panel mouldings, wire wheel covers and Sprint ornamentation, whatever that is . . . . Studebaker has been proving what a Lark Regal can do when powered with a supercharged, production R-2 Avanti engine. It did 132.04mph recently at the Bonneville (Utah) Salt Flats, ANDY GRANATELLI driving. Engine is of 289cu.in. and is assertedly stock.

More down to our level was the Long Beach MG Club recent Thrift Shift Economy Run. Best mileage of 43.64mpg was made by a Fiat (class F) and a Renault (class H).

RENAULT IN BELGIUM

Several companies now have the temerity to insist that, using their methods of statistical compilation, they are selling more cars somewhere than is VW or Chevrolet. Fiat insists that it is "far and away" the hottest selling car in the six common market countries, according to statistics released by the European Economy Community. This tally of passenger car registrations at the end of Sept., 1962, in Belgium, Holland, Luxembourg France, West Germany, and Italy showed Fiat with a total of 428,234 sales followed by VW (381,320) and Renault (248,516).

In its report of the Brussels Motor Show, the British magazine, MOTOR states that Renault, thanks to the R4 utility sedan and the R8, is now the best seller in the Belgium market---unless you group all the German, Bri-

Continued on Page 11

JIM PARKINSON'S
Burbank Sports Car Center
633 SOUTH SAN FERNANDO BOULEVARD • BURBANK, CALIF. • TH 8-6601
AND
Italiano Motors
"SUNSET STRIP"
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Los Angeles 8
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• Vignettes

BY GUS V. VIGNOLLE

UNSUNG CITROENS TOOK FIVE OF FIRST 10 PLACES IN MONTE CARLO

Continued from Page 1

nagement no longer was inept, the equivalent of forsaking Sleepy Hollow.

Nothing had been done. They still had the poles that plugged the gap under the guard rail at the onset and exit of turn 9, where two drivers (in the LA TIMES-Cal Club race last Oct., and in the Cal Club races last Feb. 2) were trapped under the insufficiently low-enough guard rail.

The course generalissimo and his aide were in Daytona for the stocker, so no info was available. But I did learn something heartening from the caretaker. He said he had heard from the bosses that they soon were going to extend the banking and build a wall, doing away with the railing completely.

They do not Want to Offer a Rebuttal

Of course, I learned in 10th-Grade journalism that 10 words from the president are worth more than a thousand from the janitor. But I do not want to believe this applies to Riverside. In other words, I hope the caretaker is not off his uttnay . . . because you never hear from the Riverside High Priests UNLESS you come out with a trip-hammer blasteroo, such as I exploded in the last issue.

Earlier, one of the moguls had telephoned to disagree. I told him to write a letter and that I would print every word of it. He said no. He said they did not want to offer a rebuttal of any kind. OK.

I do honestly believe they are going to do something about it, costs to the contrary notwithstanding. But I'll tell you one thing, sweetie, if they don't and something else happens at 9, you can look for Sacramento to outlaw ALL racing in California---and those Riverside guys had better get the hell out of town!

No, Dear, Ford Falcon Didn't Win the Monte Carlo

After reading those Ford Falcon advertisements you would have thought they had won the recent world-famous Monte Carlo rally.

You should have the money Ford spent for that operation---cars, personnel, advertising, publicity, etc. You could retire for three lifetimes. They almost had you believing Ford won the rugged rally through the Alps!

Actually, two of the three Falcons finished something like 37th and 41st overall! This is almost as choice as the lines, some years ago, of a writer for another biweekly Snapper-Wrapper. He was an entrant in the pro American Intl. Rally that finished in Las Vegas. He finished something like 30th or 35th and wrote that the rally was of "idiot simplicity." Period!

Or like that Economy Run staged by a semi-major oil company. The big ads proclaim every marque a winner, although they tell you in small (agate) type that instead they won their class. Huzzah.

These Fords started from Monte Carlo, where eight of the 32 starters finished. If Ford wants to pop off over this great achievement, let it be reminded that the other six cars which started from this same point and finished were a Citroen (1935cc), two Renaults (956cc & 845cc), an NSU (598cc), a Ford Cortina (1221cc) and a Mercedes (2195cc).

The engine displacement of these finishers can be compared with that of the Ford Falcon, 4261cc, biggest of the 296 cars that started (102 finished). Next biggest were the 3781cc Jaguars.

Citroen Takes Five of the First 10 Overall Places

And get this---this particular Citroen, starting from the same place as the Falcons, was 5th OVERALL. And the Ford Cortina was 37th, one place ahead of the first Falcon. The other four finished behind the Falcons.

Alas, this was startling. A machine that is ill-regarded in this country, is improperly marketed and is inadequately advertised---the 1935cc Citroen---took FIVE OF THE FIRST 10 OVERALL PLACES!

The car MUST have something---even if the Frogos don't know how to talk about it or sell it. For instance, for the first 10 months of 1962, 178 Citroens (19th place) were sold in Calif.

It has been recounted here, of course, that the winners out of nearly 300 cars starting from eight cities were ERIK CARLSSON and GUNNAR PALM of Sweden, in a little 841cc 3 cyl., 53hp SAAB. Fantastico!

The winners used Dunlops; the Coupe des Dames winners (Mmes. ROSQVIST-WIRTH, Mercedes, 16th overall), Continentals.

And now I wonder if there's anything to the rumble that Ford in this country is dundee as far as future Montes are concerned---after those millions sunk in the first unsuccessful attempt.?

***

You Can't Keep Skip Hudson Down

One of the nicer drivers in racing, SKIP HUDSON, flew into town from Daytona the other day. His foot was in a cast as the result of an accident in the 3hr. Florida race. He had a broken ankle and other bones in his foot were fractured.

Yet---get this---eight days after he was hurt, he DROVE to Riverside from the airport. "All I had to do," he smiled, "was keep the cast on the throttle."

Skip had driven the AC Cobra, and was an early leader. PEDRO RODIRGUEZ passed him on the 12 lap, and Skip repassed him later to lead for a couple of laps, but dropped back to 2nd by 5-7 sec. when the fuel line became ajar.

Out of gas, Hudson pitted for 6-7 min. "I think there was 35-40 min to go," Skip recounted, "when the flywheel let go. I spun from high up on the bank and was out of control for about 100yds. I whacked into the fence---and, boy, was I lucky. I started to walk away and suddenly my foot felt funny, I didn't realize anything was broken. I sat down."

Skip could not offer enough kudos for the treatment afforded by CARROLL SHELBY and the Ford people. "Shel made all the hospital arrangements and made sure I was comfortable, then the Ford people took over and they couldn't have been nicer," Skip said.

Hudson had high praise for DR. DICK THOMPSON and BILL

Continued on Page 11

HILL-GURNEY RACE COBRA AT SEBRING

One of the most rugged combos ever to enter the 12 hr. Sebring enduro (Mar. 23) consists of Phil Hill and Dan Gurney. They will drive an AC Cobra.

Two other Cobras probably will be driven by Ken Miles—Lew Spencer, and Skip Hudson—Pete Brock.

In 30—40 days, Carroll Shelby is coming up with two Ford-engined Coopers to be driven by Hudson and Dave MacDonald in SCCA US road racing championship races. Object: check Jim Hall, Cooper Monaco, who won the first title race.

1963 Fords 1-2-3-4-5!

DAYTONA BEACH, Feb. 24---1963 Ford "fastbacks" took the first five places here today in the Daytona 500mi. stocker before 70,000 fans. The winner was 270-lb. Tiny Lund, Cross, N.C. He averaged 151.566mph in the NASCAR thriller. Rain delayed the start 1hr46m.

The winner came in for a $24,600 pot.

Following Lund: 2. Fred Lorenzen, $15,400; 3. Ned Jarrett, $8700; 4. Nelson Stacy, $4,275; 5. Dan Gurney, Costa Mesa, Calif., $3550.

The first Chevy across finished 9th.

DRIVER GROUP

The board of directors of the newly-formed Racing Drivers Assn. of the Greater Los Angeles area last week elected its slate of officers for 1963 as follows:

Bill Young (previously elected), pres; Frank Copeland, vice-pres.; Barbara Nieland, secy.; Dick Bame, treas.; Jim Chaffee, steward; Ronnie Bucknum, officer-at-large; Jerry Titus, publicity director.

The next general meet will be held Sunday afternoon, Mar. 17, at Hollywood Sport Cars. Immediate objective of the group is to enlist all drivers in this area.

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Pedro Rodriguez Ferrari First

Continued from Page 1

MacDonald 77.

A Porsche, with Joakim Bonnier at the wheel, finished 5th.

KRAUSE LEADS

The pace of the early race was set by Bill Krause of Long Beach Calif., in a Sting Ray, and Hudson in the Cobra. At 10 laps, Hudson was on top, with Rodriguez, Penske and Krause in hot pursuit. Krause then blew his Chevy engine. After the 25th lap it was all a duel between the two Ferraris, Hudson having gone to the pits with a broken fuel line on the 25th lap. Penske took the lead on the 45th lap when the Mexican ace stopped for fuel, but Pedro got it back on the 50th.

Hudson went out for good in the 54th lap when his Cobra transmission went sour on the east turn and he spun into the infield. The flywheel disintegrated and tore a gaping hole through the floorboard. Hudson received a fractured foot.

David Piper of London, also in a Ferrari, was running 3rd when he spun off after hitting an oil slick that sent him spinning into the infield. This happened on the 58th lap.

GURNEY COBRA OUT

The race, run in a chilly, 12 knot wind that blew in from the north end of the course, was a heartbreaker for Grand Prix driver Dan Gurney of Costa Mesa, Calif., who won the inaugural last year.

The engine of his AC Cobra blew earlier in the day. A terrific job was done by his pit crew in replacing the engine, and Dan started a full lap behind the field. However, he eventually had to leave the race because of loose wiring in the ignition system.

Results of the second annual DAYTONA CONTINENTAL Grand Touring road race for SCCA-FIA divisions over the 3.81 mile infield and banked turn course. February 17, 1963. Three Hours.

Fin. Pos.	No.	Driver and Home	Type Car	Div	Class	Laps
1	18	Pedro Rodriguez, Mexico City	Ferrari	3	12	81
2	29	Roger Penske, Gladwyn, Penn.	Ferrari	3	12	81
3	11	R. K. Thompson, Washington, D. C.	Corvette	3	15	78
4	99	David MacDonald, ElMonte, Calif.	AC Cobra	3	14	77
5	15	Joakim Bonnier, Switzerland	Porsche	2	10	77
6	5	Johnny Allen, N. Wilkesboro, N.C.	Corvette	3	15	76
7	14	Bob Holbert, Warrington, Pa.	Porsche	2	10	75
8	16	Chuck Cassel, Ft.Lauderdale, Fla.	Porsche	2	9	75
9	70	Hans Hermann, Stuttgart, Germany	Abarth Sim	2	8	74
10	32	Augie Pabst, Milwaukee, Wisc.	Jaguar	3	13	73
11	77	Bruce Jennings, Towson, Md.	Porsche	2	9	72
12	44	Bill Bencker, Jacksonville, Fla.	Porsche	2	10	71
13	91	Ross Durant, Clearwater, Fla.	Alfa Romeo	2	8	68
14	82	Charlie Kolb, Homestead, Fla.	Porsche	2	9	66
15	22	Fireball Roberts, Daytona Beach	Ferrari	3	12	65
16	48	Bill Story, Clearwater, Fla.	Lotus Elite	2	8	64
17	52	Tony Mannino, Daytona Beach, Fla.	Triumph	3	11	62
18	43	Dana Kelder, Ormond Beach, Fla.	Triumph	3	11	62
19	33	John Kill, Cocoa Beach, Fla.	MGA	2	9	62
20	59	George Cornelius, Jacksonville, Fla.	Triumph	3	11	59
21	26	David Piper, London, England	Ferrari	3	12	58
22	19	Tony Denman, Fremont, Ohio	Corvette	3	15	57
23	97	Skip Hudson, Riverside, Calif.	AC Cobra	3	14	54
24	46	Mike Kurkjian, Ft. Lauderdale, Fla.	Porsche	2	9	52
25	83	Paul Richards, New York, N. Y.	Alfa Romeo	2	8	50
26	62	Charlie Mathis, Gainesville, Fla.	Alfa Romeo	2	8	38
DID NOT FINISH						
	71	Mauro Bianchi, Napels, Italy	Abarth Sim	2	8	49
	98	Dan Gurney, Costa Mesa, Calif.	AC Cobra	3	14	48
	63	Jere Mosiman, Ft. Myers, Fla.	TVR	2	10	46
	10	Don Yenko, Cannonsburg, Pa.	Corvette	3	15	44
	4	Billy Krause, Long Beach, Calif.	Corvette	3	15	41
	17	Bob Johnson, Columbus, Ohio	Corvette	3	15	41
	1	Ed Cantrell, Tampa, Fla.	Corvette	3	15	32
	6	Jef Stevens, Miami Springs, Fla.	Corvette	3	15	28
	7	Jerry Grant, Seattle, Wash.	Corvette	3	15	26
	3	Doug Hooper, LaCrescenta, Calif.	Corvette	3	15	14
	9	Ralph Salyer, Hammond, Ind.	Corvette	3	15	6
	25	Innes Ireland, Wales	Ferrari	3	12	4
	50	Paul Goldsmith, St.Clair Shores, mich	Tempest	3	15	3
	41	Robert Brown, Old Westbury, N. Y.	Corvette	3	15	2
	42	Tom Kneebone, Dundee, Ill.	AC Bristol	2	10	1
	**31	Walt Hansgen, Far Hills, N. J.	Jaguar	3	13	75

** Disqualified for push start.

Time of Race: 3 Hours. Time for winner: 3 hours, 38 seconds.
Completed 81-laps (308.61 Miles) Average Speed: 102.074 mph

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WRITE ANGLES

By FRANK MASON

Sacred Cows And Sons Of B- - -

Sacred Cows and Sons of B--- infest most editorial offices. Reporters, columnists, rewrite men copyreaders, are ordered to let nothing derogatory appear in print about the sacred cows, but to emphasize and build up complimentary comments. They are also under pressure to play up, emphasize and invent everything detrimental, short of libel, about these on the sob list.

The sacred cows are usually heavy advertisers or personal favorites of the owner, publisher or editor. A classic example, and a big joke years ago, was WILLIAM RANDOLPH HEARST's edict to his string of papers and magazines to go the limit in words and pix to make a popular star of a mediocre actress.

With many papers the sob list is headed by labor leaders, followed by those of opposing political beliefs. You never read anything nice about JIMMY HOFFA or HARRY BRIDGES.

NO TABOOS HERE

There are no such lists or taboos at MOTORACING. If I want to raise hell about the gasoline and tax deal, it gets into print even if it infuriates the drivers of 400hp Detroiters among our subscribers, or offends potential advertisers like the oil companies.

This time I choose to deflate what has always been a sacred cow with automotive publications --- Rolls-Royce. Rolls-Royce, without press-agentry or promotion, has earned and kept its reputation as the "Best Car in the World." That enviable place on top was reached by adhering to extremely high standards in engineering, styling and advertising.

But now what? The 1963 version of the Rolls-Royce has gone Detroit. The radiator has been lowered, multiple headlamps have been adopted, and the advertising is 100% American.

OBLIVION MAYBE

Let's take the radiator. It hasn't been changed for so many years that it has become the accepted symbol of supreme good taste. Not so many years ago America had something approaching it in dignity---Packard, with a distinctive radiator. The decline and fall of Packard from a highclass car to a cheapie, and its final disintegration and death, started with distorting that famous radiator. Where is Rolls-Royce headed?

There could be some functional advantage to multiple headlights. I don't like them because I first saw them years ago on a customized monstrosity at a hot-rod show; before Detroit stylists went ape over them.

GD DETROIT BLURBS

A lowered radiator and double headlights might not be the Detroit route to oblivion, but advertising the new Rolls-Royce with such captions as HOW TO OUTSHINE LAST YEAR'S CAR ---that is adopting the American "theory of discontent", according to which you are not to be happy with the car you own if a new model is announced. One of the many advantages of buying an imported car is that improvements are adopted as they develop and no attempt is made to change models annually to purposely make last year's car obsolete. Rolls-Royce was the last I car expected to change that policy.

One of the myths surrounding Rolls-Royce has been "The Only Audible Sound is the Clock Ticking". It is indeed a magnificent silent motor car. But I seem to hear something louder --- the changes, and especially the advertising, are yelling DETROIT.

THAT COBRA VS. STING RAY RUCKUS

Triangle Photos by Jack H. McGinnis

THE AC COBRA LEADS THE CHEVY STING RAY AT RIVERSIDE

Editor's Note

Because of the controversy that has arisen since the Cobras walloped the Sting Rays at Riverside during the Feb. 2-3 races, much mail has been received by MOTORACING on the subject. For that reason, we are printing these letters separately, rather than on Page 2, under Letters to MOTORACING.

CRYING IN YOUR CASTROL

How about those Corvette tears now that they have to compete with someone their own size in the form of the Shelby AC Ford Cobra, instead of browbeating a little Porsche or an occasional Lotus Super 7 (A, B and C races). As for protesting that the Cobras are not production, I think it's a big laugh to hear someone has beaten the Corvettes at their own game. Really, I think all the crying is pretty unsportsmanlike.

However, all is not lost for the Sting Ray. The two drivers in Cobras at Riverside have shown that they are well above the average. Ken Miles, for example, could probably give the Sting Rays one h--- of a time in a Porsche Carrera, and Dave MacDonald has run away many times in a CORVETTE (in fact, the Corvette race was almost a foregone conslusion if Dave was driving).

My wife concluded that if MacDonald and Miles were to have driven Sting Rays at Riverside they would have very likely still come in 1st and 2nd. This is not to detract from the other Corvette drivers, many of whom are good drivers, but both Miles and MacDonald, anyone must admit, are above average and both can really push a big car.

I look forward to future Cobra/Corvette races and just in case Mr. W.E. Jackson (letter in Feb. 8-15 edition of MOTORACING) wishes to take me to task, I own a Chevy (and a Porsche).

So come on, Corvettes, accept the Cobra challenge and race instead of crying in your Castrol.

KEN WILKS
Redwood City, Calif.

P.S. My wife and I moved up north from L.A. recently and it sure is nice to have year round sports car news in the newspapers, not just for a few weeks before Riverside G.P.

P.P.S. Is there a discount for a second subscription to Motoracing ? This would save me having to beat my spouse every 2 weeks just to get my turn to read Motoracing when it arrives.

***

SO — BUY A COBRA

After reading all the cries of anguish from the Corvette gang, I can't help but ask what's it all about.

The Corvette boys should be happy that they are being beaten by lighter, better-handling, better-braked, MORE POWERFUL cars, thus giving them an excuse to cry.

One never hears cries of cheater directed at the lighter, better-handling, better-braked, LESS POWERFUL cars, such as the very fast Porsche Carrera that regularly beat the fiberglass beasts. No one mentions the fact that, on Sunday at Riverside, only ONE Sting Ray and NONE of the older Corvettes were able to stay ahead of Bob Kirby's Porsche Carrera.

Also it wasn't too long ago that the Corvettes were having a hard time keeping up with the Cobras very fast ancestor, the AC Bristol.

I will go along with those who say the Cobras are faster than most big-bore modifieds, but so is a well-driven Corvette! I'm sure as the season progresses, the Sting Ray will have the necessary options to go a lot faster. If not, they can probably get delivery of a Cobra as fast as a full-house Sting Ray and for about the same cost.

Your old beer-drinking buddy,
TOBY PALMIERI
No. Hollywood, Calif.

***

WHY THE COBRA BEEF?

Why all the arguments against the Cobra?

After all, Corvette has owned A & B production classes long enough! Didn't hear anybody cry "foul" when the B Corvettes wiped out the Carreras, and the A Corvettes did the same to

Continued on Page 11

Production, Says SCCA

Dear Gus:

The AC Cobras were recognized in the Production category after the manufacturer submitted specifications requested by the Club and assurance that a sufficient quantity had been completed as of Dec. 31. The list of options for this car doesn't seem more startling than the one carried in the Corvette and BMC columns for several years.

Regards,
JOHN M. BISHOP
Executive Director, SCCA
Westport, Conn.

LETTERS

Continued from Page 2

the outstanding slalom drivers for the past season. This is in reference to a very popular couple by the name of Mr. & Mrs. Lehman (Jean and Dave). This couple has consistently won their respective classes in modified racing, not to mention fast time of day for the '62 season.

I would appreciate a reply as to which category Dennis would place them, inexperienced or unsatisfactory? An investigation seems warranted so credit can be given where it is due.

ROBERT LINDSAY
Lomita, Calif.

HIS AD PAID OFF

Please renew my subscription to MOTORACING and accept my thanks for the results produced by our ad for a "Mechanic Wanted."

I now have a top English mechhanic added to the staff of Holmes Motors. Thanks to your circulation, he called me from San Francisco and moved right in. He's exactly what I ordered, Gus.

Thanks again, and I'm even happy to pay your outrageous charges, so find check enclosed.

ELGIN HOLMES
Holmes Motors, Lancaster, Calif
P.S.: I charge outrageously, too.

Sensational All-New Car is New where it Counts

MG 1100 Sedan

New Comfort! *Amazing legroom, head room, elbow room.*
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★BMW

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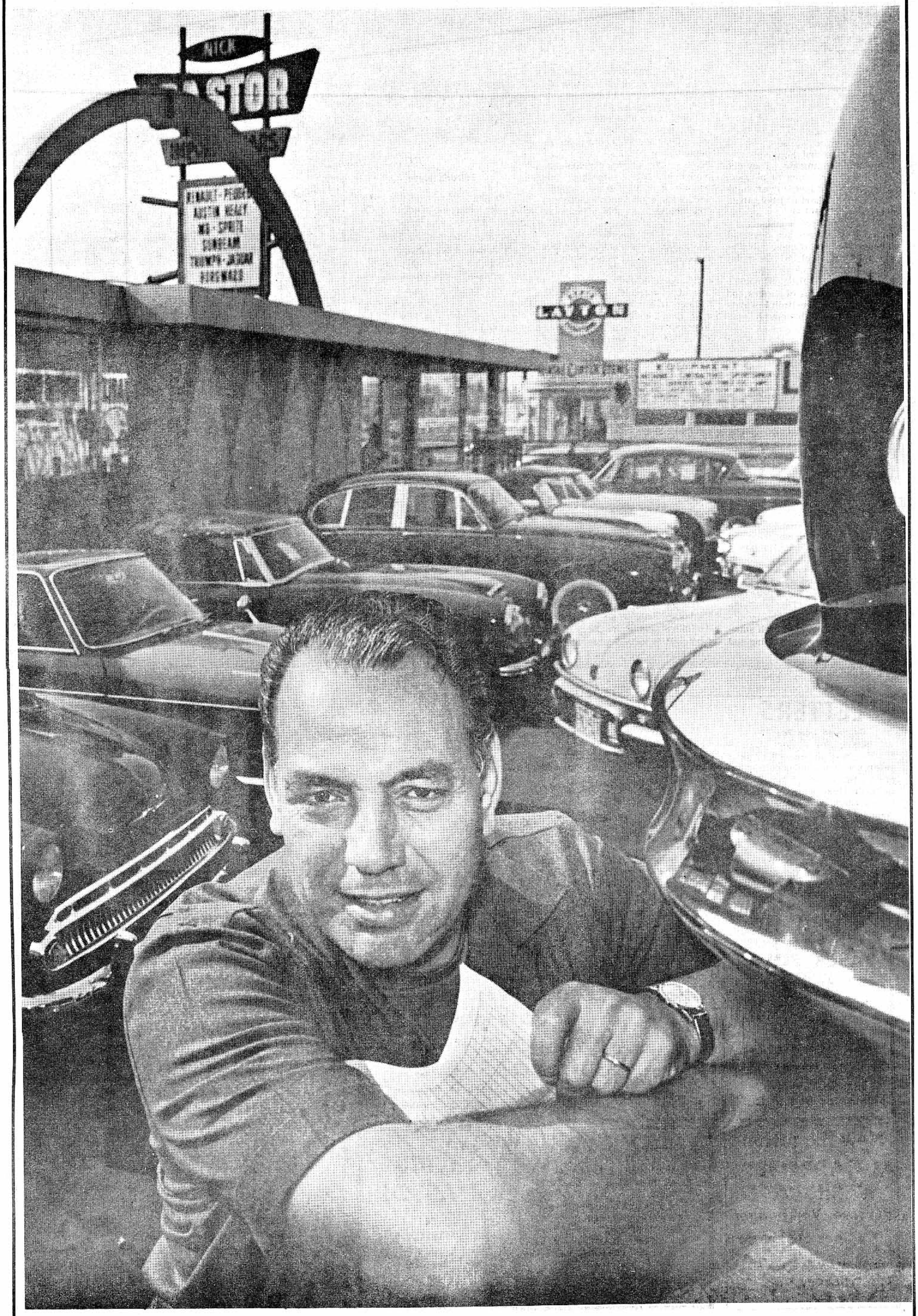


This article by Keith Monroe, feature writer for LIFE, SATURDAY EVENING POST, READER'S DIGEST, is reprinted courtesy of the author and MAC, National magazine of advertising and marketing.

The Strange Success of Nick Pastor

By KEITH MONROE

Photographs by CHIC DONCHIN

Unless you hear them with your own ears, you wouldn't believe the attacks on Nick Pastor which are broadcast over KPOL in Los Angeles.

"Doesn't it strike you as peculiar about the way Nick Pastor's warehouse sale on imported cars just goes on and on?" an announcer asks the radio audience. "If the supply is limited, where are all the fresh cars coming from?"

When Nick Pastor is advertising a fire sale, KPOL's announcer points out: "Mysteriously, only roadsters and convertibles are affected by the fire. Not sedans, which sell okay anyway in Winter, or Jaguars, on which Nick likes to make a nice fat profit."

Almost daily, in paid commercial time, there are slurs and sneers about Pastor on this station: "If you want something watertight, air-tight and just plain tight, stop by 3451 East Firestone and read one of Nick Pastor's contracts . . . You're invited to the 75th anniversary at Nick Pastor Imported Cars. That is the 75th time Nick has celebrated this same anniversary . . . Does Nick Pastor advertising sound great? Make you want to rush down to 3451 East Firestone? Well, it should, because that's what misleading advertising is supposed to do."

If this isn't business libel, what is?

But KPOL's announcers go further. They get personal about Pastor in remarks which verge on character assassination:

"Nick Pastor has domestic trouble . . . Maybe it was wrong for Nick to make 90% profit on the Sunbeam he sold to KPOL's very own Rod Farrell. And somebody's sure to bring up that old business about when Nick was in the service . . . Nick Pastor is running a contest, and it's easy to win, because the judges will accept bribes. As far as prizes go, everyone is out of luck . . . Nick denies any connection with the Dodgers, other than the normal car dealer's instinctive kinship with that great thief, Maury Wills."

The station has been sniping at Pastor with such invective since 1955.

Of course the answer — as thousands of steady listeners must know — is that these maledictions are spot commercials, paid for by Pastor himself and written by his advertising agency, Neil M. Elliott Inc.

Pastor's personal history may help explain his cavalier attitude. Attacks have never hurt him. Assailants bounced off him when he played football for Huntington Park High School 30 years ago. He had no mishaps when he flew bombers for the AAF during World War II. Why should words bother him?

In fact, the verbal missiles flung at him via KPOL have undoubtedly made him one of the most successful advertisers in the history of local radio. This is probably the real reason for such blissful trust in his advertising agency.

Pastor now owns 3 auto lots in South Gate and sells an average of 225 cars a month. Until he began buying his peculiar radio spots in 1955, he had one lot and was selling about 25 cars a month. His KPOL commercials are virtually the only advertising he has ever done. Hundreds of customers who flock to his lot from all over Southern California have told him they came because of what they heard about him on the radio.

What exactly have they heard? It might be hard to say, for there is no consistent theme to Pastor's commercials. They are as mixed-up and unpredictable as any campaign could conceivably be. They break all rules of advertising except one: be interesting.

Case of the carefree client Although any orthodox businessman would doubtless be stricken by apoplexy if he heard such slanderous broadcasts about himself, and might attempt mayhem on any adman who proposed that he sponsor them, Pastor laughs heartily when he hears his advertising.

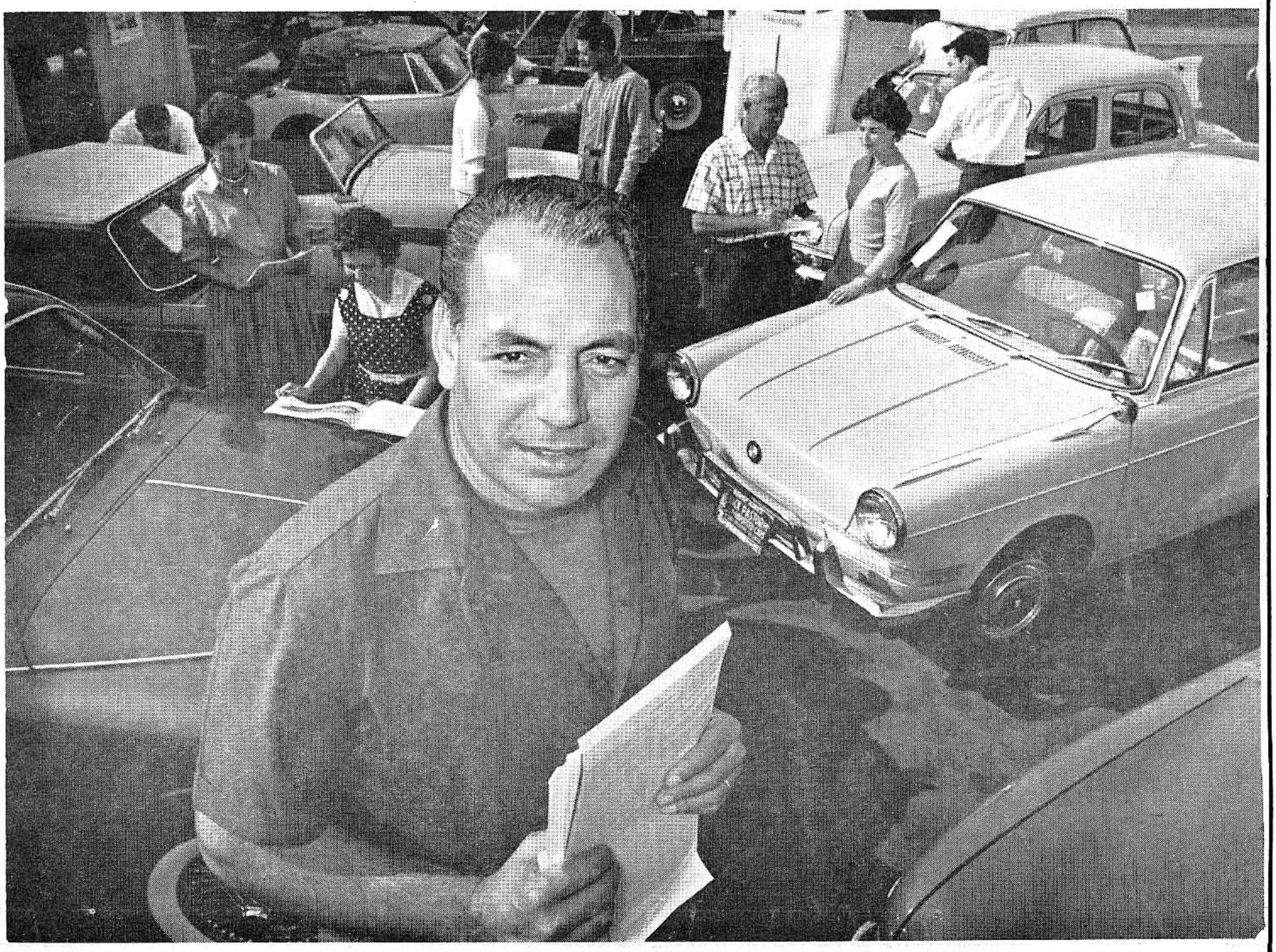
Moreover, he has no idea what his commercials will say until he hears them on the air.

Early in their 7-year relationship, Elliott used to seek Pastor's approval of the more hair-raising gibes, but the carefree client always waved him away. "I don't care what you write about me. I don't want to bother with it. Just go ahead with any copy you think people will like."

Persuasion by aspersion On some days they warn the radio audience that Pastor charges high prices and makes vast profits — or that his credit manager is as fearsome as Shylock — or that his chief mechanic deserves an Oscar "for the dramatic performance he puts on when he presents a customer with a repair bill."

On other days he is described as benign and gullible — or as so impoverished that he will make any sacrifice to sell a car. These descriptions are couched in such purple prose as to be ridiculous. ("Friends, if you have any goodness in your heart, if you feel sorry for poor Nick Pastor, from the bottom of my heart I ask you, won't you come out to his auto lot right now?")

Sometimes a commercial offers an unbelievable bargain in a Cadillac or Conti-



(Continued from Page 21)

nental, only to conclude: "Today is too late. This sensational offer has already been withdrawn."

Listeners soon begin to wonder what Nick Pastor will offer them next. One day it is curb-service psychiatry. Then a yacht. Or several bags of fertilizer. Once it was a scarf suitable for tying around one's head while riding in a Triumph.

Sandwiched in among all this spoofing, somewhere near the middle of the commercial there is usually a solid paragraph of information about cars available at Pastor's lots.

Prices are seldom discussed — "People just seem to know that my prices must be competitive," Pastor says privately — but the names of several foreign and domestic makes for sale are at least made known. From time to time there may be details about the equipment and condition of one or two unusually exotic used cars on hand.

Depending on how much time is devoted to whimsy, this low-pressure sales pitch may be expanded or contracted. But as the announcer nears the end of his allotted 60 seconds he resumes his kidding vein and leaves the audience laughing.

Judging by Pastor's sales results, this formula brings in as many or more customers than the orthodox listen-damn-you commercials used by most car dealers.

Current events, sort of Sometimes cars are scarcely mentioned in a Pastor commercial. Instead, the time may be devoted to national news, in a way. For example, when front pages were chronicling an Elizabeth Taylor romantic interlude, listeners were told:

"It's trade-in time again, and not just at Nick Pastor Imported Cars, either. All over the world it's off with the old, on with the new. Even if that old Liz is still in pretty good shape, it's time to get rid of that body by Fisher, time to turn in that old Singer, or whatever you've been making payments on. Get something new! Nothing pretentious, you understand — just something to get you to the Coliseum and back. When in South Gate, do as the Romans do. Drop in at Nick Pastor Imported Cars . . ."

Pastor's advertising men are often the butt of his commercials, and Pastor is quoted as threatening to withdraw their Diner's Club cards or take away their seat cushions. Actually, Pastor is a warm friend of Elliott, who personally writes all the commercials.

The 2 men have hit it off together since the day in 1955 when Elliott first walked into Pastor's showroom as a stranger and solicited his advertising account. Pastor explained that he hated high-pressure advertising and wanted a campaign which would accomplish just 2 objectives: make people feel friendly to him, and make them remember what he sold.

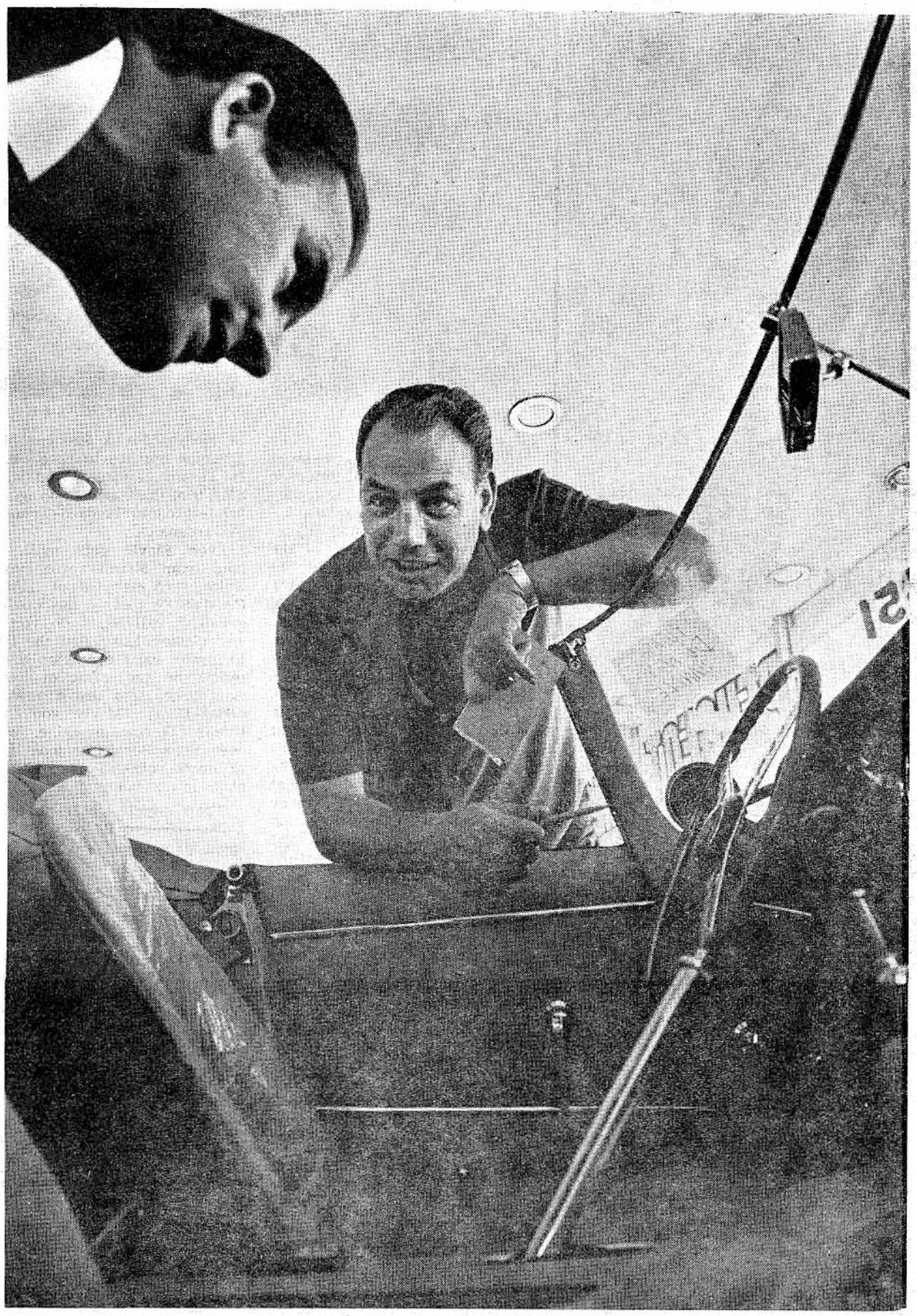
Why radio? Spot radio seemed unlikely to be a profitable medium for a soft sell in the fiercely competitive field of the car dealers, especially since Pastor's location and his prices were out of reach for most members of the radio audience. But Elliott and Pastor decided to try it.

Elliott concocted a one-minute spot commercial: comedy cross-talk between telephone operators and a frustrated caller trying to reach Nick Pastor. The caller finally made clear that Pastor sold foreign cars, not cigars, only to be switched to a long-distance operator and wind up arguing with someone in Paris.

Pastor thought the spot was hilarious. But it ran 20 times a day on 2 Los Angeles stations without bringing a single customer to the lot.

"I'm just not a nervous man," Pastor said. "I figure this may take a little while." He continued to budget $400 a week for airing the same commercial.

After a month, Elliott switched it to KPOL, hoping that this station's fare of light music might pull listeners who would



(Continued from Page 22)

respond to his brand of humor. There were almost immediate results.

How to sell cars without really trying A customer from Beverly Hills drifted in and bought an $8,000 car, explaining that he made the long drive past many other imported-car lots because "I liked your crazy commercial." People began to phone Pastor from all over the Los Angeles area, asking for information about his cars. Within a fortnight, he saw a clear upward trend in sales.

For all his devil-may-care manner, Pastor is astute about expenditures. He decided to keep running the same commercial unchanged until his rising sales curve leveled off. The result: KPOL broadcast this spot for 40 weeks, sometimes 12 times a day.

At last — after Pastor and KPOL had received dozens of calls demanding "When are you going to change that commercial?" — the car dealer told Elliott to write a new one.

This turned out to be sarcastic mimicry of the first one, and was supposedly voiced by Pastor's pained employees. It touched the funnybone of thousands of radio listeners who had begun to groan each time the old commercial went on the air. Congratulatory notes piled up and calls swamped the switchboards.

Pastor realized that making fun of himself could pay off. So he turned Elliott loose to put new commercials on the air as fast as ideas occurred to him.

Perfume and fertilizer Soon Pastor was portrayed as the world's first cut-rate astronaut, ready to soar into space after counting down the price of a car; as the Boy Scientist, fighting smog by giving away perfume; as a dealer in Gogomobiles, Bulovas, Renault Bandinis and late-model rickshaws; as a showman presenting wondrous sights through the miracle of Astigmascope; as a diplomat seeking to persuade Prince Rainier to move to South Gate; as sponsor of a contest in which contestants had "absolutely no chance to win hundreds of valuable prizes" and for which "the official entry blank, a plain sheet of typewriter-size paper, is available free from Nick Pastor."

Intermingled with these absurdities are such insulting references to Pastor as those quoted at the beginning of this article. Considered out of context, they sound far more horrifying than they do amid all the kidding that takes place during Pastor commercials.

However, a conventional advertiser, when asked to okay copy, customarily judges each sentence — even each word — alone without much regard for the over-all impression. This habit is infamous among agency people as "lint-picking." Pastor's freedom from it may be one of the reasons for his remarkable success in advertising.

He is probably the only car dealer in America who must cope with fans, like a movie star or a sports hero. People write in: "Thanks for the laughs you give us. If I ever can afford a sports car, I'll get it from you." Others drive long distances just to visit his lot. He chats amiably with them, even when they tell him at the outset: "I can't buy a car, but I had to see what kind of guy you are."

The unseen idol Recently he took his family to Ensenada for a vacation. Actor Vincent Price happened to be there, too, and heard Pastor was in town. Price sought him out in a restaurant for the sole purpose of pumping his hand and telling him how much he enjoyed the commercials.

TV stars Robert Lansing and Vincent Edwards have likewise rushed up to say "I've always wanted to meet you." When an Edwards contract with Columbia Pictures provided that a new automobile was to be part of the payment, Edwards stipulated that the studio purchase the car from Pastor.

The commercials also brought Pastor several dealerships which would not normally have been available to him. He was offered such prestige lines as Rolls-Royce, Jaguar and Mercedes, and became — he thinks — the largest Mercedes dealer in the nation for a time. He now handles twice as many makes of foreign cars as he used to.

But perhaps the most touching tribute came when a commercial facetiously asked listeners to send in a dollar if they wanted Pastor's commercials to continue. Poor but honest Nick was down to his last few polo ponies, the announcer explained.

The response was notable. Mail came in by handfuls urging Pastor not to stop advertising. Many letters contained money. Most of it was play money or cheap foreign currency — but there were twelve doting listeners who actually sent in $1 apiece. What other advertiser has won such esteem?

MORROW AWARDED A PRICELESS TROPHY

Women's Sports Car Club Honors Mr.500CC

BY COLETTE HEISTER
Women's Sports Car Club

Far from resembling his first trophy, Harry Morrow's latest (to date) is a bit on the unusual! Presented to him at the Women's Sports Car Club Installation Dinner-Dance recently, this fantastic piece of machinery simply states on a scratched and battered name plaque, "Our Simpathees -- WSCC"!

Rigged from the engine components of an old Offenhauser block, every piece is masterfully welded together from the base of a miniature wagon (No. 501 Cooper) and stands approximately 4 ft. tall. Complete with spark plugs, electric clock (battered, but runs), the trophy features an ape-like man, who lights up and stands ready for all comers, symbolic of Harry's own challenging spirit.

DICK TODD, GENIUS

It was assembled by that genius of the impossible, Dick Todd. The carefully-crafted "dust-catcher" is WSCC's token of sympathy for a guy who's consistently been the past year's "hard luck" victim.

The title, "Mr. 500cc" as Harry is known in the racing world today, had its obscure beginning during his early childhood on a farm in Pennsylvania, where he was free to tinker on cars. His enthusiasm and interest for engines took him through some enviable experiences in motor racing.

His keenest interest, however, was in small-bore machinery, and so it was this that he pursued to its realization in 1950 with the formation of the 500 CC Club of America. In 1956 it became incorporated, with Harry as its president for the next six years. The second home-built Formula III car in the US was designed and built by Harry, the first being built by Bob Wenz. At that time there were approximately four cars in competition . . .about all there were on the West Coast then.

NEW CLUB NAME

Five years later, with an ever-increasing membership, the 500 CC Club of America changed its title to the familiar, FRA . . .

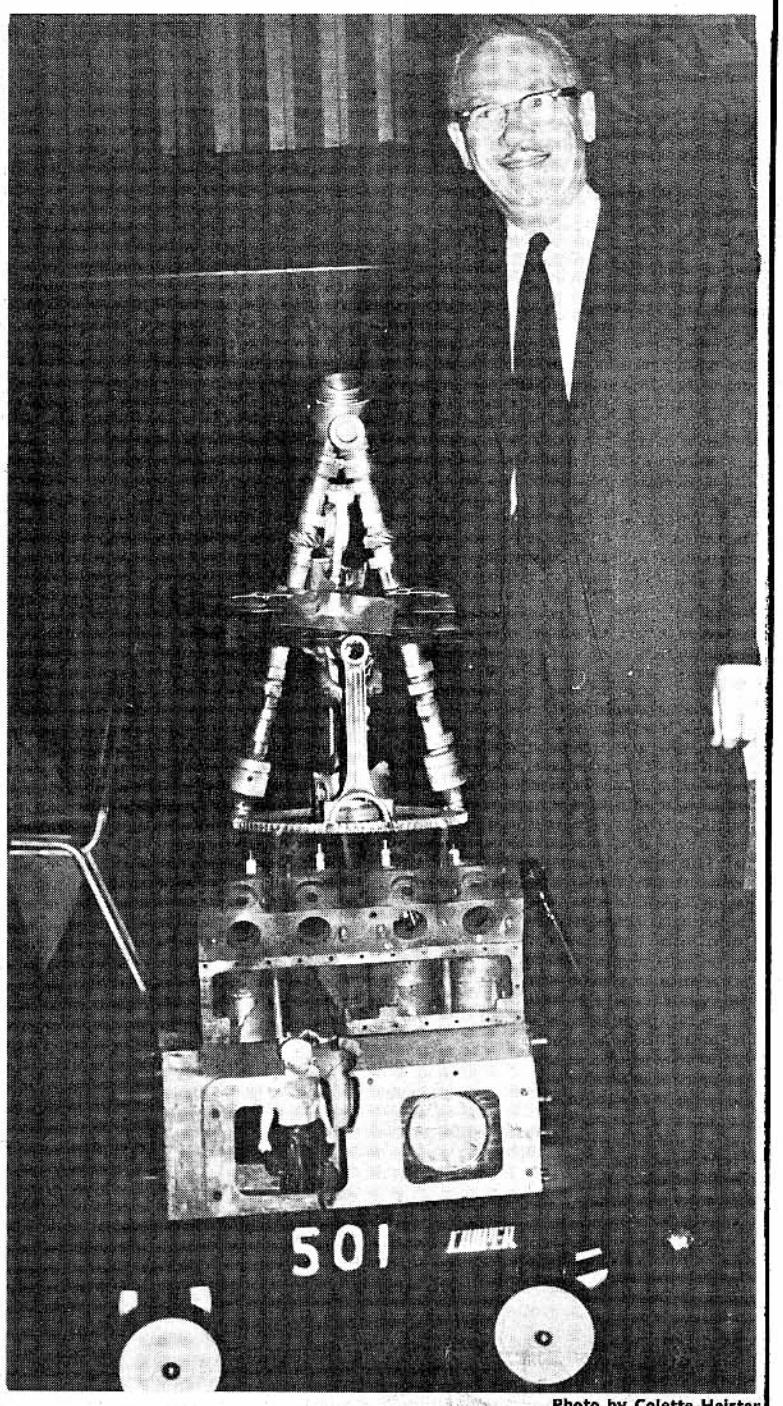


Photo by Colette Heister

MORROW CHERISHES IT ABOVE ALL OTHERS

Formula Racing Assn, whose local chapter president this year is Bob Shilling. Nationally, FRA membership numbers approximately 220, of which 125 are on the West Coast.

Effective this year, due to a recent FIA ruling, is a class change for the little 500's . . . to be run in the future as Formula IV.

TOPS THEM ALL

"It's just another personal touch from WSCC," was Harry's beaming comment when asked for his impression of his "delicate" new treasure. "I'll cherish this above all others," he said, and is so proud of his "hard luck" that he's put it on display in his place of business. For a closer look-see drop into Autobooks at 2900 West Magnolia, Burbank. Among the huge racks of current books and magazines on every phase of motoring, you'll be drawn to that little black wagon proudly centered for all to see.

Cal Club Confirms Race Schedule

The Calif. Sports Car Club region of SCCA last week confirmed the following race schedule in the So. Calif.

Mar. 2-3---Dodger Stadium, Chavez Ravine (Invitational).

Apr. 13-14---Pomona Fairgrounds.

May 25-26---Santa Barbara.

June 22-23---Riverside (Divisional, long course).

Aug. ---Open date.

Aug. 31-Sept. 1---Santa Barbara.

Oct. 12-13---Riverside (L.A. Times Grand Prix).

Races in Areas 9 & 10 of SCCA which count for championship points in the Pacific Coast Division, including Calif, Wash, Ore., Utah and Ariz. First divisional was held at Riverside Feb. 2-3.

Mar. 30-31---Tucson.

Apr. 27-28---Del Mar, San Diego.

June 1-2---Kent, Wash., NW region.

June 22-23---Riverside.

July 6-7---Salt Lake City, Midvale Airport.

Bigger VW Engine

An optional new engine for Volkswagen trucks and station wagons, which provides a 25% increase in horsepower over the standard engine, became available through authorized VW dealers in So. Calif., Arizona, and Southern Nevada last week.

SHORT TAKES

BY FLAVIO ST. GERMAIN

WALLY PARKS

EUGEN BOHRINGER

WALLY PARKS has resigned as editorial director of Petersen Publishing Company's five automotive magazines and will assume full-time responsibility as chief executive officer of the Natl. Hot Rod Assn. He has been editorial director of HOT ROD, MOTOR TREND, CAR CRAFT, SPORTS CAR GRAPHIC and ROD and CUSTOM magazines . . .Renauto Ltd., the representatives in East Africa for the Irvin Safety Harness manufacturered by Irving Air Chute of Great Britain Ltd., have just announced that they will give a cash prize of $150 to each class winner in the forthcoming East African Safari, April 11-15, over approzimately 3000mi. of roads throughout Kenya, Uganda and Tanganyika. This prize will be on condition that the vehicle is fitted with Irvin Seat Belts.

Regulations specify each car MUST be equipped with full safety harness for all members of the crew . .

WARREN OLSON is no longer with the Merchant of Venice, CARROLL SHELBY. PHIL REMINGTON is now mgr. of racing car construction and the production line, aided by JOAN COLE and Shel himself . . . BILLEE JONES, who used to race a Citroen, is convalescing after surgery . . . BOB CHAMBERLAIN is looking for a sponsor of a Triumph Spitfire to race out of Italiano Motors. And BILL SMITH of this Sunset Strip agency has left to join Standard-Triumph in Gardena . . .

Even Flavio gets mail. A note from Miami says: "You write reams about ERIK CARLSSON being the world's greatest rallyist. Do you by any chance know that the 1962 European rally champion was a fellow by the name of Eugen Bohringer, who drove a Mercedes-Benz. Maybe you don't like that German machine. What does Herr Bohringer look like? (Editor's Note---Please note his photo in this column) . . .

There's quite a holler now because some of the capable flagmen, formerly with USSCC, have to join the Long Beach MG Club to work the Cal Club-SCCA races The LB Club now collects something like $200-250 each time its flag team works a race . . .

Corvette pilot PAUL REINHART has wed WANDA BENSON of Oakland . . .DAVE BRACKEN, chm. of the Dodger Stadium races, and CAROL MOURNING, widow of the late JIM MOURNING, have announced their engagement . . . ROY STOREY will join TED DAVIS and SANDY REED in broadcasting the Dodger Stadium races over radio station KIEV, Mar. 3, 2:30-4:30 p.m.

CORRECTIONS

In the last issue, it was stated Russell Martin was driving a Lotus FJr. when he was killed at Santa Barbara. It was an error; he was driving a Stanguellini. And mention was made that Joe Levy was one of the Riverside Raceway owners. It should have been Fred Levy.

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Rally. . . . . Round

By ISABEL HAAS

The rains came finally and washed out the rally course set by BOB COOK & ERNIE SCHULTZ for RAL's Pro Am II. The new date is Mar. 3; the start is the same, Stonewood shopping center, Lakewood & Firestone, at 9 a.m. and if it doesn't rain too much, maybe next time we'll have results. About 20 cars showed up Feb. 10, proving something--- probably that rallyists are crazy.

Natl. FCCA's Field Day rally, June 9, is being presented by RAL, too, and watch it, fellas. The gals are doing it --- LOU JOHNSON, MAXINE TROYER and LIB WINZER.

SCARE's Computation will have several cars from the Rally Committee on check out. Last year's rally was a fine one and the club is aiming at an even better one this year. Call RICHARD DUNCAN, ST 3-1686 for entries. Start is at Oscar's, Sherman Way & Sepulveda, 7 a.m. (oof), on Mar 24. They would like to have some workers if there are some who are no longer running rallies. A club with only nine members needs a helping hand. Lockheed SCC is using the rally as the event of the month, turning out a team and a large batch of checkers. They're already planning the lunch menu. If your control card gets sticky, lick it. The flavor will probably be fried chicken.

Also coming up in March is Harbor's 7th Reunion Las Vegas, so get your money out of the sock. It'll start from Stonewood at 11 p.m. on the 29th. Entries and info from WALT HILL, AT 4-2518, or STAN KAUFMAN, GA7-2849. First-place cars in each class gets 10 silver dollars plus a trophy, and 2nd place is five bucks plus trophy. The classes are novice and advanced. The entry doesn't specify any rules for selecting class, but Walt or Stan can tell you about it. There are other surprise awards and dash plaques and an opportunity to out-think those small white cubes. What the heck, you can always wire home for money.

We were unable to make any contacts to bring you results of the Chevrolet bash, Grand Turismo de Plata that ran Feb. 17. BOB TARLTON & FRANK REILEY used fan belts like they were going out of style, and as far as their car was concerned, they almost did.

TOM LAWTON put the rally equipment in mothballs and took off for a three-week trip in Switzerland. DICK COULTER and RON GOING have taken up golf, but Dick hasn't retired completely, probably, even though his counters are now in the Poor People's Porsche---my VW. I may even take up driving. I'm having fun running the counters anyway; it's exactly .53 miles to the market.

Have you noticed the license plates on cars belonging to CAR members? They say CAR.

Slalom Column

By DENNIS McCOSH

Pacific Sports Car Club held its Sea Horse IV slalom at the Harbor Shopping Center lot in Costa Mesa on a sunny February day and drew 107 entries in spite of the fact that they did not intend to advertise the event. The intent was to keep the number of entries down and give the PSCC members a chance to run their own event.

The event started late and the club entries finished about noon while the remaining guests were through about 4:15 p.m. Due to the size and the shape of the lot---which had two rows of cement bumpers across it---the cars ran one at a time and were about a minute on the course.

The course was fast, with many cars hitting 3rd gear for a short time on the main straight and peaking out in 2nd many other places. The course was well laid out by eventmaster HAROLD ARMES with just barely enough room available for a safe course.

Organization went smoothly, with problems being resolved as they arose. One area of weakness was the method---or lack of one---of getting the cars to the grid in an orderly fashion.

Fast time of day was posted by JIM BARRON of PSCC with his beautiful AC Bristol. Second FTD and first guest was MAL DOHERTY of GFCCA in his concours Austin-Healey 100(4). LEE KELSO (PSCC), HOLLY MOYSE (SDAD), and WALT LISTER (PSCC) followed in that order---all under 58sec.

PSCC TROPHY WINNERS

CLASS	DRIVER	CAR	TIME
A	Lee Kelso	Lotus 7	57.21
B	Dan Newton	Alfa Romeo	58.34
C1	Chuck Alexander	MGA MKII	59.79
D	Jim Barron	AC Bristol	56.32
AW&CW	Terry Kelso	Lotus 7	1:02.40
DW	Sue McCosh	A-H 100M	1:05.29

GUEST TROPHIES

CLASS	DRIVER	CAR	CLUB	TIME
A	Steve Rank	Sprite	CASOC	1:00.15
B	Rudi Rowland	Lotus Elite	LOC	1:10.90
C1	V.E. Van Dusen	MGA MK II	---	59.02
C2	Holly Moyse	Porsche	SDAD	57.29
D	Mal Doherty	A-H 100	GFCCA	56.99
E	1. Jack Eberts	Corvette	CSC	59.77
	2. Ron Brown	Corvette	CSC	1:01.05
F	Stan Sorensen	BMW 700	CASOC	59.36
G	Harry DuRae	Volvo	CASOC	1:00.05
AW&BW	Clarise Lewis	Sprite	CASOC	1:02.61
CW & DW	& EW			
FW	Bette Huston	Porsche	Ram	1:00.68
	Shelley Mayer	Corvair	COC	1:03.98

S.C.C.A. PEACE

Continued from Page 1

western, who objected so strongly to prodified production that they had rumbled about taking a walk.

Apparently, the brand of quicklime used by SCCA is exquisitely effective in disposing of nasty old bodies of opposition, leaving only sweetness and light in their place. It was darned hard to spot any real fires a-burning.

One rather irritating sequence developed in the Car Classification Committee session, where member-drivers asked where in tunket are the detailed Production Car specifications for this season ---which has already seen one Divisional run under the new order.

WAITING AND WAITING

With the real race season two months hence, many lads have either got cars laid up, waiting for the regs, or have pressed on regardless, hoping they've done the right thing. The list was promised Jan. 1, then set back to Feb. 1. The list is now complete, and was waved about at the meeting in print-proof form. "You can see it if you want it." Pity the poor fella who's still waiting on his mail.

But those who modified their iron along the lines of Cal Club ought to be home free---for the bulk of the detailing job fell to the best-qualified man we can think of---Lew Spencer, understood to be the man who was in at the Cal Club start in prodifying matters.

Some small sneezes were heard re polling drivers when class changes were contemplated. The committee nodded, and once again promised that if changes are in the wind, drivers will hear about it. Opinion on this possibility added up to "maybe."

The Main Event-- the open annual meeting on Saturday afternoon was as dry as such a thing could be imagined. Hendrix Ten-Eyck, who reported such selected items as a current SCCA investigation toward "licensing" tracks, recommendations by FIA to Car Classification committee for 1964 Formula 2 and 3, and a generally successful Nat. rally season---with one fatality.

DESERTING USAC ?

Board secretary Henryk Szamota declared that as of this date, SCCA claims 14,063 members---up 346 souls over last year. There are now 96 regions---up one since last year---and 2600 drivers carry Nat. tickets, compared with 2303 for '62. Szamota wryly noted, "Maybe somebody's deserting USAC!"

Biggest news, for West Coasters, is election (Selection?) of SF region's Ray Altman as new board chairman. Altman moved up from vice-chairman of the Heavies, replacing Ten Eyck. New vice-chairman is John Max Wolf, Colorado Springs, Colo., treasurer is John W. Holmes, Wyncote, Pa., and secretary is Harvey D. Woodard, Shawnee Mission, Kan.

Saturday night's windup shindig, headlined by comedian Jonathan Winters, brought on the usual pre-entertainment honors parade. For best rally of the year, the Finger Lakes region (NY) took the cup for its "Historic New York" effort.

THE WHEEL ROLLS

Best Publication honors went to the San Francisco region for THE WHEEL. Best Racing Region kudos to the Washington, DC region.

The Woolf Barnato Trophy, awarded for "total effort" throughout the 1962 season (and we suspect far earlier than this!) was passed on to a very happy Jack Hinkle, Wichita, Kan.

But now, frustration. Traditionally, when all the troops have either checked out or are nursing their hangovers Sunday morning, the new governors hold their first meeting of the year. We tried, as did other members of the visiting press attending as guests of the Natl., to get a sniff of what transpired. Nothing. The pervading aura of peace must have gotten into us, too, because all we did was shrug and say, "Wait and see."

8 Races Slated by SF Region

SAN FRANCISCO-- An eight-race program, including an endurance contest in co-operation with the Racing Drivers Club, has been announced for the 1963 season by the San Francisco region of SCCA.

The first is at Stockton April 6-7, the last an SCCA-RDC enduro Nov. 2-3 at Vaca Valley.

In addition, the region will conduct or sanction five Concours d' Elegance and at least one sports car rally, the Natl. Golden West.

The schedule:

Apr. 6-7---Stockton races, Port of Stockton, San Joaquin Sheriff's Widow & Orphans Assn. (Co-operating organization).

Apr. 27---Internationale Concours, Sacramento, Autosports Internationale.

May 11-12---Cotati races, Cotati Raceways, Cotati Raceways.

May 19--- Hillsborough Concours, Hillsborough, City School Parents Group.

June 8-9---Laguna Seca races Ft. Ord, SCRAMP. (SCCA Road Race Champ).

June 23---Guardsmen concours, San Francisco, The Guardsmen.

July 20-21 Oakland Grand Prix, Oakland, United Cerebral Palsy Assn. (Div. Champ).

Aug. 10-11---Cotati races, Cotati Raceways, Cotati Raceways.

Aug. 25---Town & Country, Concours, Palo Alto, Jaguar Associates Group.

Sept. 7-8---Golden West rally undetermined, Natl. SCCA event.

Sept. 21-22---Reno Grand Prix, Reno.

Sept. 29---Peacock Gap Concours, San Rafael, F. Crittenden Society.

Oct. 18-20--- Pacific Grand Prix, Ft. Ord, S.F. Examiner/ SCRAMP.

Nov. 2-3---SCCA/RDC enduro Vaca Valley Racing, Racing Drivers Club.

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LETTERS

Continued from Page 4

Ferraris (of all things) and the E Jags.

Whether the Cobras were 260 or 289cu. in. is beside the point, since they are homologated for 289 and will be furnished that way in the stock version in the very near future.

As for Weber carburetors being so exotic---I don't know of ANYTHING that'll beat fuel injection, which is more or less standard equipment on all racing Corvettes.

Let's face it, right now the Cobra is unbeatable in its class. No doubt General Motors will do something about it. In the meantime they could always run AA production and stuff the Corvette full of 409, and the Cobras would still run circles around them.

PETE CORDTS
So. San Gabriel, Calif.

* * *

OUST THAT COBRA!

Maybe, as you said, Shelby complied with all the rules as far as the AC Cobra is concerned, but so did Penske with a car that was roasted by all the European drivers once they got back on the other side of the Atlantic. They wanted no more of his car and said they would never race against it.

Well, it's the same with the Cobra. Production in the true sense of the word? Bah! All-out racing cars (which the Cobra is) should not race in the production category.

Other class A production cars ought to pull out, and let the Cobras race among themselves. What a joke to have that machine in the production category! Action should be taken quickly to OUST it.

TERRY A. DELMAS
Albuquerque, N.M.

Letter From CANADA

By EVE WHITE
Special to MOTORACING

The Intl. Canadian Winter Rally was won by CHUCK STOCKEY and JIM BIRD of Toronto, who drove a Corvair Monza without loss of a single point for the whole 1300mi. Tied in 2nd place was DAVE DANIEL and BRENT DAVIES of Toronto in a Rootes-entered Hillman Super Minx, and MARTIN CHENHALL and JOHN WILSON of Toronto in another Corvair Monza. Both these cars had one point each. The manufacturer's team prize was taken by Ford of Canada with three Anglias, while the club team prize was taken by the Canadian Motorcycle Assn. team which topped the 15 club team entries.

THRILLING RACES

The Natl. Championship motorcycle ice races before 10,000 paid spectators were thrilling events, with old rivalries between Ontario and Quebec riders to liven up the proceedings. The lightweight class went to JIM KELLY (Ontario) on a Greeves. The junior and senior championships in the 500cc class went to Quebec riders, JEAN-GUY SAVARD and ROGER ROUILLARD, so when the expert class came round, competition was keen. The fancied winners were DON McHUGH (Ontario) or YVON DU HAMEL (Quebec). What a ride these two gave the crowds, with McHugh just ahead at the finish to even the honours, two championships per province.

***

News from Finland . . .MIKE DUFF our Intl. star, was married to Miss MAJ-BRITT KRISTINA DEGERLUND recently, and we wish Mike and Kris all happiness.

GRAND PRIX DU DUMP

Several car ice races have been held recently and one of the most interesting was held at Kingston, Ontario. The lake not being frozen hard enough, the racing moved to the city garbage dump . . .not as bad as it sounds, as the place is all covered over with soil as a reclaimed land area, and with the ice and snow to blanket it, racing was good. FRANCIS BRADLEY, Canadian sports car champion, borrowed a local taxi and won his heat. The event, almost ineveitably, became known as the Grand Prix du Dump. Best cars to watch were the 850's which were faster than the much bigger iron which was on the show.

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VIGNETTES

Continued from Page 3

KRAUSE, in the Chevy Sting Rays. "Those guys really go," he declared.

Skip, by the way, is now on the payroll of the Merchant of Venice (Shelby). He is helping prepare the Cobras for Sebring next month. Skip, who just oozes with enthusiasm and optimism, thinks he will be ready for the 12hr.

I had heard that one potent Cobra team would be comprised of PHIL HILL and DAN GURNEY, but somehow or other, Skip thought that perhaps maybe he might wind up as a teammate with Gurney, the former Riversider Grand Prix pilot who now hails from Costa Mesa, Calif.

***

VIGNOTES---This corner is not always on the rapsville side; we do toss bouquets, as witness: one of the best publicity jobs was turned in for the recent Winternational drag race meet at Pomona. The credit goes to BOB RUSSO, pubrel director for the Natl. Hot Rod Racing Assn. Oh, if some of the locals could take a leaf from him . . .Similarly, DIC VAN DER FEEN, laboring for the SCCA Pharaohs at Westport, is doing a fine job in keeping you posted on what the hell is going on. This is very unusual for SCCA . . .

Does Chevy have something up its sleeve after what the Cobras did? One of my more astute spies saw a Chevy truck and trailer haul FIVE silver Sting Rays with racing numbers from Riverside. They were quickly covered up with a tarp. Hmmmmmm!. . . And there's a Corvair-powered Cooper somewhere in LA, but I can't locate it . . .Someone sent in a card with a hefty rap at our FRANK MASON, but it had no address, which equals anonymous. Pls. try again . . .

ECONOMY CAR NEWS

Continued from Page 2

tish and American produced Fords together. (What no GM monopoly in tiny Belgium?)

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Naturally, we have to mention VW. White, Englewood Cliffs, tells us, is the most popular color sold of VW. (20.6%) Next in order come red, turquoise blue black, gray, green. Conspicuous by its absence is the rust color of our sturdy '57 model. We shuddered at the color, at first, having made up our minds to buy a red one, but have come to like it. It doesn't become tiresome as do red and blue.

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HEY, GLORY

PERSONAL NOTE: I've been in a state of irate indignation since reading a story in SMALL WORLD, VW blat, by a woman writer who braved the "hazards of a long trip, in unknown territory," a single woman in a 1960 Volks. She, believe it or not, was talking about a cross-country trip in our United States.

The writer, GLORY HARRIS, relates how the success of her trip was due to careful planning, advance hotel and motel reservations, etc, (so necessary in a country with a motel in almost every block), careful attention to her VW (with a factory-trained mechanic available every 50 mi. or so), etc. In fact, so great was her worry about where she would be at what time, place, day, etc., that there was no space in the article for any mention of what happened on the trip.

I'm afraid Glory Harris and I just belong to different schools of travel. When I set off cross-country in my aging '57 VW last summer, it never occurred to me that I should spend weeks in advance preparation. It was enough, I thought, to have bought my very first car and acquired a driver's license. For 11 months of the year, I get up at 6:30 a.m., get to work by 8 a.m., eat lunch at 12:15 p.m. and get off work at 4:45 p.m. For one month of the year, I like to feel I can be completely off schedule.

I feel particularly cheated in that Miss Harris didn't have anything to say about travel cross-country with her pet poodle, who accompanied her. That must have taken some doing. I might have acquired some pointers on how to persuade my two warring cats to accompany me in my VW on an upcoming Christmas drive to Mexico City. This, I know, is a lost cause. The only time you can get my felines near my Volks, or any car, is with muddy feet, and on the hood, just after the car's been washed and polished.

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JERK COMMENT

At DICK TODD'S in Pomona last week, local racing official JACK CASSELL bowled us over by saying he reads this column because "It's the only unbiased thing in the paper."

When my crusading-conscious editor reads this, he may decide I've done my last column. (As he frequently does!)

CHEVY II CLIMBS

STATS: Look what's happened to Ford's Falcon. With roughly one month of the year over, Automobile Mfgrs. Assn. statistics show Chevy II (36,662) leading Falcon (28,904) in units produced, with Chevy's Corvair, hot on the Falcon's heels (28,728). Ford's Comet (the dressed-up Falcon) (7246) is only doing half as well as it did a year ago. Falcon is down from 41,778. The compacts that are doing better this year than last are all American Motors, 49,913 compared to 45,-170 last Jan.; Plymouth's Valiant (18,177), vs. 12,844; Chevy II, up 4000 units; Oldsmobile F85 (12,272 vs. 9,482); Buick Spl. (15,172 vs. 14,482). No separate figures are given for Dodge's Lancer, now the Dart, and Studebaker was closed by strike a year ago Jan.

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